

CHINA

THE

MAIL.

PUBLISHED EVERY EVENING, AND WITH WHICH IS INCORPORATED THE "HONGKONG EVENING MAIL."

Vol. XXIV. No. 1516 號四十月四年八十六百八一莫

HONGKONG, TUESDAY, 14TH APRIL, 1868.

日二十一月三年辰戌治同 (Part II) Annum

Early

LONDON.—F. ALGAR, 11, Clement's Lane,

Lombard Street, GEORGE STREET, 30,
Cornhill, GORDON & GOTCH, 121, Hol-
born Hill, E.C.

AUSTRALIA, TASMANIA, AND NEW

ZEALAND.—GORDON & GOTCH, Mel-
bourne and Sydney.SAN FRANCISCO and American Ports
generally.—WHITE & BAUER, San
Francisco.

CHINA.—Sealou, Drown & Co., Amoy,

Giles & Co., Foochow, Thompson &
Co., Shanghai, H. Fogg & Co., Ma-
cua, C. K. Hurst & Co.

Early

AGENTS FOR THE CHINA MAIL.

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Lombard Street, GEORGE STREET, 30,
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Giles & Co., Foochow, Thompson &
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cua, C. K. Hurst & Co.

Early

OFFICIAL NOTIFICATIONS.

It is hereby notified that, until further

orders, the China Mail and Overland China

Mail will be the official medium of all

Notifications proceeding from Her Britannic

Majesty's Consulate at Canton.

British Consulate, Canton, April 16, 1868.

D. B. ROBERTSON, Consul.

It is hereby notified that, until further

orders, the China Mail and Overland China

Mail will be the official medium of all

Notifications proceeding from Her Britannic

Majesty's Consulate at Amoy.

British Consulate, Amoy, April 22, 1868.

R. SWINHOU, Consul.

Under Despatch.

For Swatow, Amoy and Foochow.—Per

Formosa, on Wednesday next, the 16th

inst., at 8 A.M.

FOR SALE.

A FEW SHEETED CARBON FILTERS OF

various sizes and patterns,

HOT SHOWER BATHS.

RAY & CO.

Hongkong, April 13, 1868.

FOR SALE.

HENNESSY'S BRANDY, in 1 dozen

cases.

DUFF & GÖTTSCHE'S PALE SHERRY, in 1

dozen cases.

BRASS OLD PORT, in 1 dozen cases.

Bass's Pale Ale, in quarts. Bottled by

Cameron and Saunders.

BASCALY'S PORTER, in pints. Bottled by

Cameron and Saunders.

A few cases of really Superior Dinner

SHERRY, shipped by F. W. COSEN

& CO.

dc.,

RAY & CO.

Hongkong, April 13, 1868.

GRAND EASTER BALL,

AT THE THEATRE LUSITANO,

ON THURSDAY, THE 16TH INSTANT.

Doors open at half-past eight o'clock.

ADMISSION.—Single Tickets, 3 J.

Centre Box, 10.

Side Boxes, 8.

Hongkong, April 13, 1868.

10 a.m.

LOST.

On the afternoon of the 9th instant, be-

tween the English hub and Seaman's

Hospital, \$150 in BANK NOTES.

Five Twenty-five, and five Five Dollars.

Notes.

The Finder will be suitably rewarded, on

leaving the same at the Office of this paper.

Address "D."

Hongkong, April 10, 1868.

PERMANENT PHOTOGRAPHY.

NEW PROCESS.

FLOYD & CO. have much pleasure in

stating that they are now prepared to

supply their Patrons with a first class Card

PORTFOLIO that is permanent, unsurpassed

for quality and price by any Photogra-

pher in China. An inspection will confirm

this announcement.

Terms, 50 per dozen.

FLOYD & CO.

Hongkong, April 13, 1868.

13 a.m.

NOTICE.

ACCORDING to instructions received

from my principal Messrs FAZL

MOHAMMED ESSA & CO., of Bombay, I have

retired from the management of the busi-

ness in China, and made over the same to

NOOR MOHAMMED KHANESA, full power

and after the 1st instant, who having full power

from Bombay will act accordingly.

ABDULLAH DECRAJ.

Hongkong, April 8, 1868.

24 a.m.

NOTICE.

WE have established a branch of our

business in China and Mr ABDRULLAH

DECRAJ is empowered to sign our Bills

HASSAN GOOLAMHOOSAIN & CO.

Hongkong, April 8, 1868.

24 a.m.

TO BE LET.

ON A LEASE.

A LL that Large Plot of GROUND at

West Point, near the Sailor's Home

and enclosed by a substantial brick wall,

known as the French Marine Lot, re-

gistered in the Land office as Marine Lot

No. 189. Measuring on the Praia and the

South side, each 170 feet, and on the East

and West sides, each 250 feet; containing

42,500 square feet.

This plot of Ground facing the Praia is

admirably adapted for a Coal or Timber

Yard, or for a Ship Building or Manufac-

turing Establishment.

For further particulars, apply to

CARLOWITZ & CO.,

Hongkong,

or to H. D. MARGESSON,

Rue Central, Macao.

Hongkong, April 11, 1868.

17 a.m.

New Advertisements.

TO BE LET,

TOGETHER ON A LEASE,

OR TO BE SOLD.

I HOSE 3 Substantially-built HOUSES,

in Tal-ping-shan Street, Nos. 16, 18,

and 20, at the head of West Street.

Those HOUSES were entirely re-built in

1866 and are close to the New Gambling

House in No. 100 Hollywood Road.

The same command a view over the entire har-

bour.

The Lot is registered in the Land Office

as Inland Lot 241 A, contains 1,540 square

feet, and the Annual Rent £100.

The Lot is registered in the Land Office

as Inland Lot 241 A, contains 1,540 square

feet, and the Annual Rent £100.

For further particulars, apply to

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Hongkong,

or to H. D. MARGESSON,

Rue Central, Macao.

Hongkong, April 11, 1868.

17 a.m.

HONGKONG HOTEL.

THE above Hotel is now open, where

Families and Gentlemen can find su-

perior accommodation.

Private Rooms for Dinner parties.

Breakfast from 9 to 10 A.M.

Tea, " 12 P.M.

Dinner, " 7 P.M.

N.B.—The Public Bar will be open on

Saturday, the 7th instant.

CHAS. S. DUGGAN,

Manager,

Hongkong, March 6, 1868.

17 a.m.

STAG HOTEL."

SITUATE IN QUEEN'S ROAD.

PERSONS and FAMILIES requiring Su-

perior Hotel Accommodation will find

it at the above Establishment.

EDMUND R. HOLMES,

Proprietor,

Hongkong, July 22, 1867.

17 a.m.

ORIENTAL BOWLING ALLEY, AND

BILLIARD SALOONS,

Entrance—Wellington Street.

DAVID BROWNE,

(late Manager of the ALBION HOTEL.)

LEGS to inform his Friends and the Pub-

lic that he has opened the above Bar

and Bowling Alley and Billiard Saloons,

and trusts by strict attention to Business,

and the comfort of visitors, to merit a share

of their patronage.

Iced Fancy Drinks of every Description.

Hong

THE CHINA MAIL.

Insurances.

HONGKONG FIRE INSURANCE COMPANY LIMITED.
CAPITAL \$2,000,000, IN 2,000 SHARES OF \$1,000 EACH.
\$100 per Share to be paid on Allotment, and \$100 six months after Allotment.

NOTICE.
With reference to the following Resolutions passed at a Meeting of the Shareholders of the Hongkong Fire Insurance Company held on the 8th instant, applications for Shares in the Hongkong Fire Insurance Company Limited will be received by the General Managers, the form of application to be as follows:

"To the General Managers and Consulting Committee of the HONGKONG FIRE INSURANCE COMPANY, LIMITED,

GENTLEMEN,—
I request you to allot me Shares of One Thousand Dollars each in the above named Company, and I agree to accept such Shares, or any less number which may be allotted to me, and to pay a Call of One Hundred Dollars per Share on allotment, and a further Call of One Hundred Dollars per Share, six months after allotment, and I further undertake to subscribe to the Dues of Settlement when called on to do so.

I remain, Gentlemen,
Your Obedient Servant,

RESOLUTIONS REFERRED TO ABOVE.

No. 1.—That the General Managers and Consulting Committee are hereby authorized to adopt measures for the reconstruction of the Company as the Hongkong Fire Insurance Company, Limited, on the basis proposed in the Memorandum of the 2nd April presented to this Meeting.

No. 2.—That the General Managers and Consulting Committee are hereby requested to receive applications for Shares in the Hongkong Fire Insurance Company, Limited, and on the receipt of such applications to the extent of One Thousand Shares to call an Extraordinary General Meeting of the Hongkong Fire Insurance Company for the purpose of authorizing its dissolution and the transfer of its assets and liabilities to the new Company.

JARDINE, MATHESON & CO.,
General Managers
Hongkong Fire Insurance Company.

N.B.—Forms of application for Shares may be had at the Office of the Company, Queen's Road.

Hongkong, April 9, 1868.

HONGKONG FIRE INSURANCE COMPANY.

NOTICE.
FROM and after this date the following rates will be charged for Short Period Insurances, viz.—

Not exceeding $\frac{1}{4}$ of the Annual Rate.
Above 1 month $\frac{1}{4}$ per cent.
and not exceeding three $\frac{1}{2}$ " " "
months... " " "
Above 3 months and not exceeding six $\frac{1}{2}$ " " "
months... " " "

Above 6 mths. The full Annual Rate.

JARDINE, MATHESON & CO.,
General Managers,
Hongkong Fire Insurance Company.

Hongkong, April 7, 1868.

ALLIANCE FIRE ASSURANCE COMPANY.

NOTICE.
FROM and after this date the following rates will be charged for Short Period Insurances, viz.—

Not exceeding $\frac{1}{4}$ of the Annual Rate.
Above 1 month $\frac{1}{4}$ per cent.
and not exceeding three $\frac{1}{2}$ " " "
months... " " "
Above 3 months and not exceeding six $\frac{1}{2}$ " " "
months... " " "

Above 6 mths. The full Annual Rate.

JARDINE, MATHESON & CO.,
Agents, Alliance Fire Assurance Company,
Hongkong, April 7, 1868.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Special Acts of Parliament.

ESTABLISHED 1800.

CAPITAL \$2,000,000.

ACCUMULATED FUNDS \$2,233,027.

ANNUAL REVENUE \$497,263.

The Undersigned Agents at Hongkong for the above Company are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same.

GILMAN & CO.

Hongkong, June 21, 1864.

NOTICE.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

FROM and after this date the following rates will be charged in Short Period Insurance, viz.—

Not exceeding one month $\frac{1}{4}$ of the annual rate.
Above 1 month, and not exceeding three $\frac{1}{2}$ " " "
months... " " "

Above 3 months, and not exceeding six $\frac{1}{2}$ " " "
months... " " "

Above 6 months. The full Annual Rate.

GILMAN & CO.,
Agents, North British and Mercantile Insurance Company.

Hongkong, April 7, 1868.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

Reduction in the Rates of Premium.

Detached and semi-detached Dwelling-Houses removed from the Town, and their Contents.

Other Dwelling-Houses used strictly as such, and their Contents.

Godowns, Offices, Shops, &c.

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Other Dwelling-Houses used strictly as such, and their Contents.

Post-Office Notifications.

MAILS BY THE "CHINA."

The Contract Packet "CHINA" will be despatched with the usual Mails for Europe, &c., on WEDNESDAY, the 22d April, at 7 A.M., and the Post Office will be open for the reception of Ordinary Letters, Letters for Registration, Newspapers, Books, &c., until 9 P.M. on the 21st April; Letters, &c. may be posted in the night box from 9 P.M. on the 21st April until 5 A.M. on the following morning.

All Letters posted between 5 and 6 A.M. on the 22nd April will be chargeable, in addition to the usual postage, with a Late Fee of 18 cents.

The latest time for posting Letters at this Office is 6 A.M. and for Newspapers, Books, or Patterns 5 A.M. on the 22nd April.

Further, late letters (but Letters only) addressed to the United Kingdom via Marseilles or to Singapore, may be posted on board the Packet from 6.30 to 6.50 A.M. on payment of a late fee of 48 cents each, in addition to the postage, after which no Letters can be received.

Sealed Boxes containing the correspondence of Box Holders will be received at the window set apart for the purpose, on the East Side of the building.

All correspondence for places to which payment is compulsory must be prepaid in Hongkong Postage Stamps.

Inadequately-stamped Letters addressed to the United Kingdom will be sent on, charged with a fine of One Shilling in addition to the postage.

Letters posted after 5 A.M. on the 22nd April will not be forwarded unless the Late Fee as well as the postage is prepaid.

Letters insufficiently stamped or unstamped addressed to places to which they cannot be forwarded unpaid, will be opened and returned to the writers as early as possible, but no guarantee can be given that such Letters, if posted after 9 A.M. on the 21st April will be returned until after the mail is closed.

Postage Stamps should be placed on the upper right hand corner of the correspondence, except in cases where they may be used in payment of "Late Fees," when the Stamp or Stamps representing the late fee should be placed on the lower left-hand corner.

All Transactions in fractional parts of a Dollar will be conducted in the Coins prescribed by Ordinance 1, of 1864, and the Proclamation of the 22nd January, 1864, and no other Coins, but those coins specified will either be received or given in exchange as fractional parts of a Dollar.

Payment for Postage Stamps must be made in the current Dollars of the Colony or Bank Notes.

F. W. MITCHELL,
Postmaster General,
General Post-Office,
Hongkong, April 9, 1868.

Houses and Lands.

TO LET.
FOUR Large ROOMS on Second Floor above the Offices of the Undersigned, 44 Queen's Road, at present occupied by Messrs C. HOOK & Co. Possession can be taken on the 1st of January, 1868.

For Terms, &c., apply to
G. DUBOST & Co.

Hongkong, November 6, 1867.

TO LET.
THE Premises situated in Queen's Road, 1 Stanley Street, and at present occupied by Messrs H. MANSI & Co.

For particulars, apply to
LAMMERT, ATKINSON & Co.
Hongkong, 5th September, 1867.

TO BE LET.
A SHOP, situated in the best part of the Queen's Road, with Show Cases and Fittings complete.

N.B.—Two First Floor Rooms can be had above, if required.

Address "Z," care of Hongkong Dispensary.

Hongkong, November 28, 1867.

LIGHTERAGE AND STORAGE.
THE Undersigned will undertake to land Cotton, Rice, Coals, and other Merchandise, in their own Boats, and to receive the same on STORAGE in First-class Granite godowns, on Moderate Terms.

ROB. S. WALKER & Co.
Hongkong, March 4, 1868.

TO LET.
THE OFFICE and GODOWN situated at the corner of Wellington and Aberdeen Streets, and at present in the occupation of Messrs ELMENHORST & SANDERS.

For particulars, apply to
GIBB, LIVINGSTON & Co.
Hongkong, March 6, 1868.

TO LET.
A HOUSE in Spring Gardens, containing Four Rooms and Out-Houses; Rent, \$28 per month.

Apply at the Victoria Foundry.
Hongkong, March 12, 1868.

TO LET.
TWO HOUSES on Carlton Terrace, Spring Gardens, with or without Godowns, rent moderate.

Apply to
LAMMERT, ATKINSON & Co.
Hongkong, 6th September, 1867.

TO LET.
THE PREMISES situated at Fedder's Wharf, lately occupied by Messrs AUGUSTINE HEAD & Co. Possession can be taken on the 1st of January 1868.

For further particulars, apply to
THOS. HUNT & Co.
Hongkong, December 30, 1867.

TO BE LET.
A HOUSE in Queen's Road, commanding a good view of the Harbour from the North side. The House contains eight good Rooms with Bath Rooms, Verandahs, front and back Kitchens, Servant's Rooms and Godowns on ground Floor.

Apply to
TURNER & Co.
Hongkong, February 8, 1868.

TO LET.
THE BUSINESS PREMISES, formerly occupied by Messrs ARNOLD, KAHL & Co., consisting of Dwelling House, Offices, and spacious Godowns.

Possession to be had on the 1st March.

JOHN BURD & Co.
Hongkong, February 22, 1868.

TO LET.
THE Members of the late Hongkong Volunteer Corps are hereby requested to return without delay to the Undersigned the RIFLES they have been allowed to retain pending sanction for their purchase, the same not having been awarded.

H. COHEN.
Hongkong, March 13, 1868.

Houses and Lands.

TO LET.
NO. 3, PECHILI TERRACE,
Elgin Street.
Apply to
LANE, CRAWFORD & Co.
Hongkong, January 24, 1868.

TO LET.
A N OFFICE with Godown and Com-prado's Room.
Apply to
MELOHES & Co.
Hongkong, October 1, 1868.

STORAGE.
CAN be had in First Class Granite Godowns at Wan Chai, on very moderate Terms.

For particulars, apply to
CHARLES RIVINGTON,
At Messrs LANDSTEIN & Co.'s Office,
Stanley Street.
Hongkong, January 1, 1868.

TO BE LET.
Furnished or Unfurnished.

THE Dwelling HOUSE in the Albany at present occupied by Mr N. R. MASON. Occupation can be had in a few weeks. Application can be made to Mr MASON at the Albany.

Hongkong, September 25, 1867.

TO BE LET.
TWO New and Strong GODOWNS on Marine Lot No. 63.

Apply to
GAVIN THOMPSON,
at GIBB, LIVINGSTON & Co.'s
Hongkong, December 16, 1867.

INTIMATIONS.

KONGLICHER PREUSSISCHE CONSULAT,
HONGKONG, den 9ten April, 1868.

IE nachstehende Bekanntmachung des Königlich Preussischen General Consulates zu Schaughae bringt hieherlich zur Kenntnis der Unterthanen der Norddeutschen Bundesstaaten.

J. MENKE,
Stellvertreter des Königlich Preussischer Consulat.

BEKANNTMACHUNG.
N A U F dem Norddeutschen Bundes-Gesetz vom 25ten October 1867 haben alle Kaufmannsschiffe der Bundesstaaten, also namentlich die Preussen, Mecklenburgs, Oldenburgs, und der Staate Bremen, Hamburg und Lübeck vom 1ten April 1868 als Nationalflagge ausschließlich die Tannenfahne zu führen.

Dieseselbe bindet nach der Königlichen im Namen des Bundes erlassenen Verordnung von 20ten October 1867 eine längliche Rechteck, bestehend aus drei gleichbreiten horizontalen Streifen, von welchen der obere schwarz, der mittlere weiß und der untere rot ist. Das Verhältnis der Höhe der Flagge zur Länge ist wie zwei zu drei. Die Bundesfahne wird von den Schiffen am Heck oder am hinteren Mast—und zwar in den Regeln der Gaffel dieses Mastes, in Erman-gelung einer solchen aber am Top oder am Want geführt. Ein besonderes Abzeichen in der Bundesfahne oder einem Wimpel zu führen, ist demjenigen Kriegsschiffen des Norddeutschen Bundes, ist den Kaufmannsschiffen nicht gestattet.

Die Loufsenfahne der Norddeutschen ist die neue Bundesfahne im kleinen Format, rings umgeben von einem weissen Streifen, dessen Breite gleich der unteren Streifen ist.

Die Kaufmannsschiffe haben die Bundesfahne stets zu hissen, sobald sie ein Schiff oder Fahrzeug der Bundeskriegsmarine, eine Festung oder ein Küstenfort passieren, welche ihre Nationalfahne gesetzt haben; Dasselbe gilt bei der Begegnung mit Kriegsschiffen befreundeter Mächte auf See.

Nach § 18 des Flaggesetzes gewingen die bisher von den einzelnen Landesbehörden ertheilten Certificate auch zur Führung der Bundesfahne. Alle nur mit intermissionistischen Consular-Certificates verschenkte norddeutsche Schiffe haben indessen sofort ihre Eintragung in der Heimath zu bewirken.

Königlich Preussisches General Consulat, TETTENBORN.

Delivered Carriage free to Subscribers only.
QUARTERLY SUBSCRIPTION :
In China, the Straits, Saigon, Manila, and Bangkok, \$7.50.
In Great Britain, £2.
In France, Frs. 50.
Hongkong, March 19, 1868.

THE CHINA MAGAZINE.
A WEEKLY MISCELLANY, 24P. IMPERIAL 8vo.
Illustrated with Photographs.
Published by C. LANGDON DAVIES,
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HONGKONG.

Shanghai: A. H. CARVALHO ;
London: W. ALLAN & Co. ;
Paris: C. BOHRANI.

By any of whom subscribers' names will be received.

Delivered Carriage free to Subscribers only.
SEASIDE'S HOME, WEST POINT.

Trusted.

The Hon. J. WHITALL, Esq.,
Hon. JOHN DENT, G. THOMSETT, Esq.,
Esq., R. N.
WILLIAM DELANO, Jr., Esq.

Directors.

H. B. GIBB, Esq., W. ADAMSON, Esq.,
WALDEMAR NISSEN, R. BRAND, Esq.,
Esq., GEO. MAULEAN Esq.,
PALMER'S FLAMINGO, Rev. J. J. IRWIN,
Esq., D. D., IVY MURRAY, Esq.,
H. B. LEHMANN, Esq., M. A. D.,
Committee of Management.

The Hon. J. WHITALL, Esq., Chairman.

THOS. SUTHERLAND, H. G. THOMSETT, Esq.,
Esq., R. N.

G. J. HELLAND, Esq.

DONATIONS of Books, Periodicals, News-papers, Cloths, &c., will be most thankfully received.

Captain A. OVERBURY, assumes the duties of Superintendent from this date, to whom to report in connection with the "Home" shall be applied for.

Hongkong, September 21, 1868.

NOTICE.

RENTS and Accounts collected with

punctuality and despatch,

And:

DISTRAINT WARRANTS for Rent issued and executed.

Security if Required.

HENRIQUE RODRIGUES,
33, Bridges Street.

Hongkong, March 18, 1868.

RENTS and Accounts collected with

punctuality and despatch,

And:

DISTRAINT WARRANTS for Rent IS SUED AND EXECUTED.

Security, if required.

TJOS. W. BARRINGTON,
53, Victoria Street.

Hongkong, February 17, 1868.

NOTICE.

RENTS and Accounts COLLECTED with

punctuality and despatch.

And:

DISTRAINT WARRANTS for Rent IS SUED AND EXECUTED.

Security, if required.

W. PATTERSON,
Treasurer.

Hongkong, January 1, 1868.

NOTICE.

RENTS and Accounts COLLECTED with

punctuality and despatch.

And:

DISTRAINT WARRANTS for Rent IS SUED AND EXECUTED.

Security, if required.

W. PATTERSON,
Treasurer.

Hongkong, January 1, 1868.

NOTICE.

RENTS and Accounts COLLECTED with

punctuality and despatch.

And:

DISTRAINT WARRANTS for Rent IS SUED AND EXECUTED.

Security, if required.

W. PATTERSON,
Treasurer.

Hongkong, January 1, 1868.

NOTICE.

RENTS and Accounts COLLECTED with

punctuality and despatch.

And:

DISTRAINT WARRANTS for Rent IS SUED AND EXECUTED.

Security, if required.

W. PATTERSON,
Treasurer.

Hongkong, January 1, 1868.

NOTICE.

RENTS and Accounts COLLECTED with

punctuality and despatch.

And:

DISTRAINT WARRANTS for Rent

TO OUR READERS.
Our columns are open to all who address the public or who do not hold our opinions of our country.
All communications must be accompanied by a guarantee of good faith.

THE CHINA MAIL.

[No. 1516—APRIL 14, 1868.]

THE CHINA MAIL.**For Sale.**

EX MAIL STEAMER.
YON SAUSAGES in best condition.
CHEESE and HAMS.
Assorted French CONFETIONERY.
Malaga RAISINS in bottles and tins.
ALMONDS in shells.
Pealed ALMONDS in tins.
ELMEN FIGS in tins.
PRUNES in bottle.
Smoked Pomeranian GOOSEBREASTS,
at LAMBERT, ATKINSON & Co.
Hongkong, December 20, 1867.

TATHAM'S BRANDY in 1. doz. cases.
SHERRY " 3 "
" PORT " 2 "
" CLARET " 1 "
" BURLEY & Co.
Hongkong, April 9, 1867.

FOR SALE BY THE UNDERSIGNED,
HARMONIUMS and other Musical
INSTRUMENTS.
Christy Minstrel's SONGS. Pianoforte
OPERAS.
VIOLIN and other STRINGS, &c., &c.
INSTRUMENTS tuned and repaired.
C. WAGNER,
28, Hollywood Road.
Hongkong, August 2, 1867.—2a/8

SELLING OFF! SELLING OFF!!
SELLING OFF!!!

GREAT SACRIFICES!!!
SPLENDID BARGAINS!!!

MULLER & CLAUSSSEN
BEG to announce that they are Selling
Off their stocks of the undermentioned
GOODS at Invoice prices, consisting of—
Black Cloth DRESS FROCK and Walking
COATS.

Melton and Angora Walking, Shooting
and SAC COATS.

Melton and Witney YACHT JACKETS
and OVER COATS.
Alpaca and Merino COATS.
Black Dress TROUSERS.

Fancy Buckskin, Angora and Tweed
TROUSERS.

Alpaca and Merino TROUSERS.
White and Colored Linen TROUSERS.

Black Dress VESTS.
Buckskin and Angora VESTS.
Merino and Alpaca VESTS.
White Marcella and Linen VESTS.
Colored Linen VESTS.

A large lot of PIECE GOODS, comprising—
Black and Blue Broad CLOTHS and
DOUGSKINS.

MELTONS, BUCKSKINS, ANGOLAS,
TWEEDS and FLANNELS, of
this Season's Patterns.

Also a new assortment of HOSIERY
and SHIRTS of—

LONG CLOTH, with Linen FRONTS, &c.
Silk and Wool SHIRTS.

Merino, Cotton, Lambwool and Flannel
DRAWERS and UNDER VESTS.
Merino, Cotton and Lambwool
HALF HOSE.

LADIES' COTTON HOSE
Dent's Kid and Driving GLOVES.
COLLARS, SCARFS, TIES, Cholera
BELTS and Cambrie HANDKERCHIEFS.

Christy's Silk, Shell and Felt HATS,
in the newest Shapes.

Dawson's BOOTS and SHOES.
UMBRELLAS, Walking STICKS, Cloth
and Hair BRUSHES.

PERFUMERY, Fancy SOAPS.
And a great variety of other GOODS.

MULLER and CLAUSSSEN,
Queen's Road.
Hongkong, February 18, 1868.

FOR SALE.

R. W. W. } Very Superior, DRY
V. S. D. } SHERRY in 2 doz.
R. W. W. } cases.
S. P. S. } Superior DRY SHERRY
in 2 doz. cases.
Just received ex "THE TWEED."
Apply to MORGAN, LAMBERT & Co.
Hongkong, February 1, 1868.

FOR SALE.

JULES MUMM & Co.'s CHAMPAGNE,
MUMM & Co.'s HOCK & MOSELLE,
qts and pds.
Chillingworth's SHERRY and PORT
CHAMBERTIN, WHISKY.
WHITE & PRICE'S BRANDY.
ALSFORD'S ALE, draught and bottle.
BARCLAY & GUINNESS'S STOUT.
BRIDGES & SON'S PORTER.
ROB. S. WALKER & Co.
Hongkong, November 20, 1867.

FOR SALE.

CHAMPAGNE Adolphe Collins and
L. Jauvray & Co.'s Association Vins.
CLARET, real Châtaignier Margaux.
Haut Bruges.
L. Esparre Durac.
BRANDY, Hennessy's and Martel's in
1 dozen cases.
BEER and PORTER in bottle.
BUTTER (Platts) in kegs.
Also
A quantity of Iron COLUMNS, Yellow
METAL, 20/28 oz. with NAILS.
Apply to DOUGLAS LAPRAIK & Co.
Hongkong, December 11, 1867.

CASTOR OIL, in cases of twenty Gallons
each, or in quantities to suit Purchaser.

To be had at THE VICTORIA DISPENSARY.
Hongkong, December 10, 1867.

FOR SALE.

DOWNTON'S PUMPS
as under
One 7 inch, 3 lift patent PUMP,
with Cast Iron flywheel and
handles, and with 6 hole 7 inch
suction plate, with goose neck
pipes and fittings complete.
One 5 inch Do., do., do.
Two 6 inch Gun Metal Fire EN-

GINES, with Hoses complete.
BOWRA & Co.

Hongkong, January 21, 1868.

For Sale.

FOR SALE
Ex Sir Launcelot, Fiery Cross, and other
Arrivals.
BASS'S PALE ALE in quarts and pints.
London Brown STOUT, in do.
Guinness's STOUT, in do.
Hennessy's and Martell's BRANDY.
English OLD TOM GIN.
Saigon, December 20, 1867.

EX "GARMARTHENSHIRE" AND
"AVON."
BASS'S BEER in Pints and Quarts.
EDMUND R. HOLMES,
Stay Hotel.
Hongkong, February 13, 1868.

FOR SALE.

MÜNTZ'S Patent Yellow METAL
SHEATHING, from 20 to 24 oz,
Composition NAILS, Brown Sheathing
FELT, at LAMBERT, ATKINSON & Co.
Hongkong, February 22, 1868.

FOR SALE.

YELLOW METAL, 18 to 28 oz. Muntz
and Vivians.
JOHN BURD & Co.
Hongkong, April 5, 1868.

FOR SALE.

YELLOW METAL and NAILS, 18 to
28 oz.
Superior CLARET, St. Pierre, 1862.
Superior CHAMPAGNE, H. PIPER &
Co., carte blanche.
SPIRITS OF WINE, in Boxes of 1 doz.
Bottles.
RAYNAL & Co.
Hongkong, October 1, 1866. loc/68

STREAM COALS.

For Sale from Store, or deliverable on Board.
ENGLISH—Londonshire West Hartley,
Davidson's West Hartley, Straker,
West Hartley.
WELSH—Blaenavon Marchlyn.
Apply to ROB. S. WALKER & Co.
Hongkong, March 16, 1866.

PER MAIL STEAMER.

Suitable for Christmas Presents.

A SPLENDID ASSORTMENT of
Meerschaum PIPES, with and
without Cherrywood Stems.

Cigar HOLDERS.

ALBUMS.

Real Havana CIGARS,
etc., etc., etc.

BELFIELD and ZACHARIAE,
Hongkong, December 20, 1867.

NOTICES OF FIRMS.

NOTICE.

I HAVE established myself at this Port as
a General Storekeeper and Commission Agent.

JAMES EDWARDS.
80, Yokohama, March 19, 1868.

NOTICE.

M. R. WALTER LAIDLAW is authorized
to sign our Firm per procuration
until further notice.

H. D. BROWN & Co.
Amoy, April 3, 1868. 7m/

NOTICE.

WE have authorized Mr. CRAIG BUDDE

to sign our Firm from this date.

DREYER & Co.
Hongkong, January 1, 1868.

NOTICE.

M. R. THOMAS PYKE has this day been
admitted a Partner in our Firm.

BIRLEY & Co.
Hongkong, January 2, 1868.

NOTICE.

THE Interest and Responsibility of Mr. A.
A. D. MITCHELL in our Firm, ceased on the
1st day of November, 1866.

A. PERGUSON & Co.

THE Business will be henceforward carried
on under the same Name by the Un-
designed.

A. D. MITCHELL,
J. D. MEYERS, and
HENRY FEHR.

Hongkong, December 16, 1867. 16-16-68

NOTICE.

THE Interest and Responsibility of Mr. A.
A. D. MITCHELL in our Firm, ceased on the
31st day of December, 1867.

A. PERGUSON & Co.
Hongkong, January 3, 1868.

NOTICE.

MR. J. MERILLING COULTHARD is auth-
orized to sign our Firm per pro-
curation from this date.

HOLIDAY, WISE & Co.
Hongkong, April 1, 1868. 1m/

NOTICE.

FROM ROM and after this date my Arrivals
will be charged on short period
Insurance, viz.

MARY HASTELOW RANDLE,
Superintendent.

Diocesan School,
Hongkong, January 2, 1868. 16m/

NOTICE.

ALL my Engagement ceases in May next,
all outstanding Accounts for the past
Two Years must be sent in immediately for
payment.

MARY HASTELOW RANDLE,
Superintendent.

Diocesan School,
Hongkong, February 13, 1868.

NOTICE.

ALL my Engagement ceases in May next,
all outstanding Accounts for the past
Two Years must be sent in immediately for
payment.

MARY HASTELOW RANDLE,
Superintendent.

Diocesan School,
Hongkong, February 13, 1868.

NOTICE.

MR. R. MURRAY FORBES is auth-
orized to sign our name at Canton from
this date.

RUSSELL & Co.
China, February 15, 1868.

NOTICE.

MR. R. MURRAY FORBES is auth-
orized to sign our name at Canton from
this date.

RUSSELL & Co.
Canton, February 1, 1868.

NOTICE.

MR. R. MURRAY FORBES is auth-
orized to sign our name at Canton from
this date.

RUSSELL & Co.
Canton, February 1, 1868.

NOTICE.

MR. R. MURRAY FORBES is auth-
orized to sign our name at Canton from
this date.

RUSSELL & Co.
Canton, February 1, 1868.

NOTICE.

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this date.

RUSSELL & Co.
Canton, February 1, 1868.

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Canton, February 1, 1868.

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this date.

RUSSELL & Co.
Canton, February 1, 1868.

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this date.

RUSSELL & Co.
Canton, February 1, 1868.

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this date.

RUSSELL & Co.
Canton, February 1, 1868.

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this date.

RUSSELL & Co.
Canton, February 1, 1868.

NOTICE.

MR. R. MURRAY FORBES is auth-
orized to sign our name at Canton from
this date.

RUSSELL & Co.
Canton, February 1, 1868.

NOTICE.

MR. R. MURRAY FORBES is auth-
orized to sign our name at Canton from
this date.

Advertisements.

CANTON SOCIETY

CANTON

himself from his family." This, then, is the sole reason, if it can be so called, for Mr. Speke's sudden and strange adventure, and one which was his full intention to carry out by going to America but for the circumstance of his being arrested upon suspicion of being a runaway bankrupt. Upon every topic but the one referred to the rev. gentleman is perfectly rational, and although he made little or no objection to return to London with Mr. Murdoch yesterday, he still persists that his family are indifferent to him. Indeed, he is depressed by the subject that his friends have resolved upon taking the highest medical opinion as to his condition as early as possible. The circumstances which induced Mr. Speke to disclose his whereabouts are very remarkable. A short time ago a Mr. Ayre absconded from Hull with large sum of money, and the police being in possession of his photograph, copies of it were forwarded throughout England, Ireland, and Scotland; one of these was received by a police sergeant named Soady of the Cornwall county constabulary, stationed at the port of Padstow on the north coast of Cornwall. Two days afterwards his attention was attracted to a man who had taken lodgings in the town, wearing the dress of and professing to be a cattle driver, carrying about with him a long stick similar to those carried by that class of men. Soady went to the stranger's lodgings, and conversed with him, and on comparing his features with the photograph of Ayre was so impressed with the resemblance that he sent for his superior officer—Inspector Opie, of Wadebridge—who went to Padstow on the following day (Saturday), and the result of their consultation was that the stranger was taken into custody. The idea of the police officers was corroborated by finding on their prisoner a considerable amount of money, and they at once took him before Mr. H. P. Rawling, a country magistrate, who remanded him for three days on suspicion of being the man absconded from Hull. Meanwhile the authorities of Bodmin, the country town, were communicated with, and the deputy chief constable and superintendent of the Bodmin police went to Padstow. After a careful examination of the prisoner they became satisfied they were mistaken as to the man Ayre, but being impressed with a conviction that there was some mystery worth solving about their prisoner they waited on Mr. Rawling, who remanded the man to Bodmin. On the way thither the officers seem to have become convinced that the man was no drifter, but one who had been accustomed to the refinements of life. His gentlemanly demeanour and conversation showed that the prisoner was of a much higher grade in society than he assumed to be, and on arriving at Bodmin he was re-inspected and compared with the description of the Revd. Benjamin Speke, which at once set all doubts at rest. His luggage was subsequently searched and found to include several suits of clothing and other articles enabling the passenger to assume various disguises. Some books were also found with the name of "Dick Maxwell" written on them. The prisoner was subsequently taxed with being the Revd. B. Speke, of Dowlash, and after some considerable hesitation, he admitted that he was that gentleman. The authorities at Bodmin at once communicated to London, and Mr. Speke himself, finding that there was no further chance of concealment, wrote a letter to his brother in law, Mr. Murdoch, which was delivered at that gentleman's house by the first post on Monday morning. The epistle commenced—"Here I am. I am ashamed to write." Its tone implied that he had conceived the idea of mysteriously disappearing from the time he left his home. He said he had been "guilty of many sins, but that he was now brought to a state of contrition, and although he trusted that his friends would forgive him; he could not possibly return to London after what had appeared about him in the newspaper." He also said "it was impossible for him to go to the wedding." Mr. Murdoch at once sought an interview with Sir Richard Mayne, which resulted in the letter being handed over to the Home Secretary, and Mr. Inspector Williamson being instructed to accompany Mr. Murdoch and a brother of the mysterious gentleman to Cornwall, they arrived at Truro at seven o'clock yesterday morning, and after an interview with Colonel Gilbert, the chief constable, they proceeded on to Bodmin, where they found their relative in custody. He was dressed in his ordinary clothing, and appeared very depressed in spirits. At first he expressed a desire to continue his journey on to Liverpool, and thence to America, but by the advice of his friends he consented to come to London, where they arrived last evening, at six o'clock, at Paddington, and afterwards proceeded to the residence of Mr. Murdoch, near Queen's Gate. Mr. Speke is in good health, and, as already stated, perfectly rational upon every point, but that of his family's want of affection for him. Mr. Speke kept a diary from the time he left London, of which the following is a copy:

"Went to Basingstoke the same night, and next day walked to Winchester eighteen miles thence to Bishampton, Southampton, Gosport, and Portsmouth. Remained at Portsmouth, visiting Southsea, East Cowes, and various places in the neighbourhood till Wednesday, Jan. 20. On Thursday, Feb. 10, arrived at Plymouth by steamer; stayed at Plymouth as headquarters, till Feb. 16, in the meantime making tours of the surrounding districts, and visiting among other places, Dittisham, Cotehele, Egg, Buckland, Tamerton, Roborough, Ivybridge, and St. Germans; attended St. Dunstan's Church, St. German's, on Sunday, Feb. 16.

"On Monday went to Fowey, small port on south coast of Cornwall. Next day to Lostwithiel, ancient town on Fowey river, about six miles distant. On 20th arrived at country town Bodmin, a journey of some distance; there put up at Queen's Head, second-class inn, where left luggage, consisting of several bags, all enclosed in one large one. Following day went to Padstow, port on north east of Cornwall, distant fifteen miles."

Here Mr. Speke was apprehended a few hours after his arrival, on suspicion, as stated above, of being an absconded man, named Ayre. In his possession were sixteen 10L notes, and a purse containing forty sovereigns. He was somewhat excited, but talked quite rationally. He appeared to entertain peculiar views of his religious responsibility, and said his great object was to get to a country where nobody knew anything about him, that he might work for his living and preach the Gospel to his fellow working men; that he had obtained greater insight into the Holy Bible by lonely study on rocks and sea shores than anywhere else. When asked, if he wanted to go abroad, why he did not do so at once, instead of wandering about England, he replied that he knew it would have been

no use to attempt it, for telegraph wires and detectives would have been at work, and he should have been stopped. He however, hoped by moving about the country to be able, after a time, to get away from a seaport unobserved; that his plan for the future was to return to Bodmin and attend church there on Sunday the 22d of February; then visit various places of interest on the Cornish coast, next proceed to Ilfracombe, in North Devon, and cross to Swansea by a steam boat. He had already ascertained the times of sailing, to walk through Wales on to Liverpool, and embark for America. He said he had read the newspapers every morning, but the excitement his absence was causing had had no effect in changing his determination. He said to his brother in law that he was now ashamed of what he had done, and shed tears when he said so. He was, nevertheless, cool and composed when he left for London, but looked dejected.—*Morning Herald.*

SUPREME COURT.

IN ADMIRALTY.

BEFORE CHIEF-JUSTICE SNAPE.

The Achiles v. The Eastward Ho.

The following is the decision of the Chief-Justice in full in the above case—

In this case the Owners, Master, and Crew of the *Achiles* claim salvage upon the *Eastward Ho.*, her freight and cargo, for services rendered in towing her for 30 or 35 miles North East of Hongkong, into the harbour here, and they ask for a decree for such a sum of money out of "the agreed value" of the said *Eastward Ho.*, her cargo and freight, to be due to them as compensation for the said salvage services. They also ask for the expenses of the suit. That agreed value was at the date of the act of position \$11,000. The *Achiles* is one of a line of steamers from Liverpool, via the Cape of Good Hope, to Hongkong and Shanghai. She is of the burthen of 1,500 tons, and on the 20th of September last, she was on her return voyage from Shanghai to Hongkong with a valuable cargo of 1,400 tons of tea, and sighting the *Eastward Ho.* with Ensign Union down, a universal signal of distress, she deviated for a distance estimated at from 5 to 9 miles from her direct course, and after some communication, the terms of which are a subject of dispute, she towed the *Eastward Ho.* into Hongkong, and the towing commencing at 4 p.m. of the 20th, and terminating in the harbour inside Green Island at 4 a.m. of the 30th September. The owners of the *Eastward Ho.* and her cargo admit that valuable service was rendered, but they submit that by special contract, and if not, then from the nature of the service it was a service of towage only, and they wholly deny the promovants' claim for salvage. They brought into Court \$500 in full discharge of the promovants' claim, with an offer to pay costs up to that time. The promovants in rejoinder persisted in the case, as first set up by them. The cause on the request of the parties came on before me, the act on petition being filed, and the vessel and freight, would be the only proper, and that the cargo would be misjoined as imputations in a case of claim for towage not being salvage service. This being properly a case of salvage, there is no misjoiner. The value of salvage service ranges from the highest, which is one-half to the lowest service—it may be little more than a mere remuneration *pro labore*, 3 Hrs., 12m., 1½d. The minimum salvage compensation is therefore generally more than merely for work and labour. The salvage was of vessel, not of charred wood, and of cargo, coals not cinders, so called by imputants, and other cargo. The whole was of the value admitted at the hearing of \$8,123. The promovants contended that the salvage was also of \$5,000 freight, a question which depended on the character in which Russell and Co. acted, whether as agents of the owners of vessel, or consignees of the cargo. I am of opinion that the master of the *Eastward Ho.* sought their intervention as agents of the owners, that the agents of the *Achiles* treated them by their correspondence in that character, and that they acted in what they did solely in that character, and that there being no acceptance, even constructively by them as consignees of the cargo, there was no freight recoverable for them. The value of the salvaged property was then \$8,123 only. There was no unusual merit in the salvors, but I am bound to decide that according to legal definition they were salvors, and after analysis consideration giving due weight to maritime policy as to such services, I award \$800 to the promovants for salvage services. The question as to the costs remains to be decided. I think that inasmuch as the suit proceeded up the day fixed for the hearing, it will be reasonable that some costs, the minimum under the circumstances incident to the consequent postponement of the trial, should be given to the promovants, and I award \$100 for these costs, to be paid by the imputants to the promovants. The general costs of a suit at common law follow the result, but in admiralty and equity they are very frequently "awarded according to the discretion of the court, without regard to the determination of the action," to withhold "until mitigate them as the circumstances of the case may appear justly to require." 3 Phil. 92. I must attribute this litigation to the fact that Captain Russell said, "We won't charge you too much," and that he did not fix a sum for his services when pressed to do so, giving Captain Byrne the option of accepting his services on the terms or not, and again to this charge "not too much," being some twenty-six hours afterwards fixed at the unreasonable sum of \$10,000—never afterwards varied until in court one-half was named by the promovants couched as a proper claim; that is to say, he claimed the maximum of salvage possible in such cases under circumstances known to the promovants, which in my judgment reduce their minimum claim from \$4,000, half value of property saved, to \$3,000. It is to be regretted that the claim for salvage of life, and the claim founded on the *Achiles* being a mail carrying packet, negatived by Mr. Mitchell, were put forth as elements of value. I refer to them as indicating an anxiety to enhance the salvage service as charges made in breach of Captain Russell's pledge, not to "charge too much." I understand that agents here for principals at Liverpool may lead themselves bound to put forward every possible legal point for the benefit of their principals, but I am satisfied that the very highly respectable firm who acted with such prompt zeal for their principals, would not have made such a claim for their own benefit. It is manifest that such a claim forced the agents for the imputants into this expensive litigation. I think it probable that if an effort to receive moderate salvage, according to the promise of Captain Russell, that the damage or charge should be "not too much," had been made, this litigation might and probably would have been avoided. Save the \$100 I have already given, each party must pay his own costs.

but that in all human probability the captain and crew could and would, notwithstanding the statement that she was only charred wood, and the coals only cinders, have brought her into harbour without aid of the *Achiles*. The *Achiles* was asked little, and upon the evidence of the log-book, if I had been left to that alone, I must have decided that the act of towing the vessel was an act of salvage. The promovants contend that the only contention to be adduced to this fact of towing is what is set forth in paragraphs four and five of their act or petition, to the effect that Byrne asked if the vessel could take him in tow, the answer to which was "Yes," and an inquiry whether he wanted assistance, with Byrne's answer: "Yes; do you not think we are in distress enough, we have been on fire for 20 days?" Both Captain Byrne and Baxter, the steward, a police constable here, in narratives differing in detail, concur in showing that Byrne persisted throughout, apparently emphatically, in confining his request to be towed. The constable's unchallenged testimony is shortly that Captain Byrne said to him, "Can you take me in tow?" and he replied, "Do you require assistance?" The rejoinder being "Can you take me in tow?" to which the simple answer was "Yes." Russell came on board and Byrne said, "I am damaged, I am on fire down below forward." Russell said, "I will render you all the assistance I can." Byrne said, "What about the damage?" or "What are you about to charge for towing me into Hongkong?" Russell replied, "We will make that all right, when we get into Hongkong," and later, just as he was going over the side of the vessel, on a renewed reference by Byrne to the charge he said, "Oh, we won't charge you too much." Captain Byrne apparently felt that after such language to urge any further question as to the charge would be an insult. It is laid down in the books that there is no determinate rule distinguishing towage from salvage, but that towage is a service of propulsion, without peril, and that the service of towage may be a salvage service when performed in aid of a vessel in distress. And if the vessel in tow is disabled, her rigging, towage is converted into salvage service. The *Princess Alice*, 3 William Robinson 140, a fortiori if in addition she is on fire. I am of opinion that the contract, even taking it according to the version of Baxter, was under the circumstances one of salvage by towage, as distinguished from mere legal towage. I may remark that it appears to me that the owners of the *Achiles* would alone be the proper claimants, and that her master and crew would be misjoined, and that the owners of the *Eastward Ho.*, and the vessel and freight, would be the only proper, and that the cargo would be misjoined as imputations in a case of claim for towage not being salvage service. This being properly a case of salvage, there is no misjoiner. The value of salvage service ranges from the highest, which is one-half to the lowest service—it may be little more than a mere remuneration *pro labore*, 3 Hrs., 12m., 1½d. The minimum salvage compensation is therefore generally more than merely for work and labour. The salvage was of vessel, not of charred wood, and of cargo, coals not cinders, so called by imputants, and other cargo. The whole was of the value admitted at the hearing of \$8,123. The promovants contended that the salvage was also of \$5,000 freight, a question which depended on the character in which Russell and Co. acted, whether as agents of the owners of vessel, or consignees of the cargo. I am of opinion that the master of the *Eastward Ho.* sought their intervention as agents of the owners, that the agents of the *Achiles* treated them by their correspondence in that character, and that they acted in what they did solely in that character, and that there being no acceptance, even constructively by them as consignees of the cargo, there was no freight recoverable for them. The value of the salvaged property was then \$8,123 only. There was no unusual merit in the salvors, but I am bound to decide that according to legal definition they were salvors, and after analysis consideration giving due weight to maritime policy as to such services, I award \$800 to the promovants for salvage services. The question as to the costs remains to be decided. I think that inasmuch as the suit proceeded up the day fixed for the hearing, it will be reasonable that some costs, the minimum under the circumstances incident to the consequent postponement of the trial, should be given to the promovants, and I award \$100 for these costs, to be paid by the imputants to the promovants. The general costs of a suit at common law follow the result, but in admiralty and equity they are very frequently "awarded according to the discretion of the court, without regard to the determination of the action," to withhold "until mitigate them as the circumstances of the case may appear justly to require." 3 Phil. 92. I must attribute this litigation to the fact that Captain Russell said, "We won't charge you too much," and that he did not fix a sum for his services when pressed to do so, giving Captain Byrne the option of accepting his services on the terms or not, and again to this charge "not too much," being some twenty-six hours afterwards fixed at the unreasonable sum of \$10,000—never afterwards varied until in court one-half was named by the promovants couched as a proper claim; that is to say, he claimed the maximum of salvage possible in such cases under circumstances known to the promovants, which in my judgment reduce their minimum claim from \$4,000, half value of property saved, to \$3,000. It is to be regretted that the claim for salvage of life, and the claim founded on the *Achiles* being a mail carrying packet, negatived by Mr. Mitchell, were put forth as elements of value. I refer to them as indicating an anxiety to enhance the salvage service as charges made in breach of Captain Russell's pledge, not to "charge too much." I understand that agents here for principals at Liverpool may lead themselves bound to put forward every possible legal point for the benefit of their principals, but I am satisfied that the very highly respectable firm who acted with such prompt zeal for their principals, would not have made such a claim for their own benefit. It is manifest that such a claim forced the agents for the imputants into this expensive litigation. I think it probable that if an effort to receive moderate salvage, according to the promise of Captain Russell, that the damage or charge should be "not too much," had been made, this litigation might and probably would have been avoided. Save the \$100 I have already given, each party must pay his own costs.

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Miscellaneous.

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Co., Madras; Barr & Co.,
Co., Hongkong; Man-



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Shanghai Recorder May 7, and Supreme
Court and Consular Gazette, May 11, 1867.

A very useful book has just been issued

from the Press in Hongkong under the title of the "Guide Book and Vade-mecum to the Treaty Ports of China and Japan,"

compiled and edited by Mr N. B. DENNYS.

The Book is very conveniently got up; is

interspersed with maps of the various treaty

ports, and contains, besides much useful

local information, historical sketches of

much interest. Our readers will find natu-

rally interested in what is said concerning

Shanghai; and a good idea of the history

of this place is conveyed in Mr DENNYS'

work. The other ports in China are

carefully described, and almost all par-

ticulars which can be required by the

traveller or resident are to be found in

this work, which may be justly regarded as

the "Murray" for China.

From the *Danckw Times*, May 18.

We feel it to be a public duty to take the

first opportunity of calling attention to the

"Guide Book and Vade-mecum"

just issued for "travellers, merchants, and resi-

dents in general," in the Treaty Ports of

China and Japan, by Messrs. Shorthred &

Co., of Hongkong. * * *

The object of

describing the various places follows

their position on, or from the coast, as we

go northward. In each instance the histo-

ry, position, means of access, accommoda-

tion, foreign residences, public buildings,

community, mode and cost of living, com-

munity, associations, amusements, places of in-

terest, native institutions, population, local

government, natural history, productions,

and statistics of trade are given, along with

a miscellaneous detail of facts and incident

in connection with particular localities. So

far as we are able to practically test the in-

dividual descriptions of the various places,

they are given with a considerable degree

of fairness and fulness. Peking, Yedo, and

Macau are wisely included in the general

survey. * * *

The value of the book is greatly increased

by a most copious index, and the work closes

with a set of useful appendices.

The last of these is the greatest

novelty of the work. It consists of a bibliog-

raphical index of all formal works published

from the earliest date in the English lan-

guage on China and Japan. Philological

works are, for some reasons best known

to the compilers, entirely excluded.

We hope to see this omission repaired in

the next edition. With the exception of

the comparative thinness of the paper, the gett-

ting-up of the work is very creditable to all concerned; and we have sincere pleasure in congratulating the authors and publishers

on the considerable merit of their admirable

enterprise and performance.

Price \$8 to \$5.

Shipping in Harbour.

HONG KONG.

Consignees of Vessels will greatly oblige by forwarding corrections of errors in the following list.

Exclusive of To-day's Arrivals, Departures, and Clearances.

C, on Pedder's Wharf.—H.C.O., from Pedder's Wharf to Gibb's Wharf.—W., Westward of Gibb's Wharf.—E.C., on Pedder's Wharf to the Military Hospital.—E., Eastward of the Hospital.—K., on Kowloon side.

Vessel's Name and Where Anchored.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Intended Despatch.
1867-68.							
STEAMERS.							
Azof	W. Johnson	Brit. str.	376	March 25	P. & O. S. N. Co		
Clan Alpine	E. Hutchinson	Brit. str.	943	April 6	Jardine, Matheson & Co		
Douglas	W.C. Pitman	Brit. str.	615	April 5	P. & O. S. N. Co (Chartered)		
Fornosa	W.C. Hockin	Brit. str.	700	April 11	P. & O. S. N. Co		
Fung Shuey	W.C. Watson	Amer. str.	740	Feb. 4	A. Heard & Co		
Glengyle	W.C. Hooper	Brit. str.	1265	April 5	Jardine, Matheson & Co		
Kan Ka Kee	W.C. Yenton	Amer. str.	313	March 24	A. Heard & Co		
Lightning	W.C. Matheson	Brit. str.	316	April 8	Gibb, Livingston & Co		
Malta	W.	Brit. str.	960	March 21	P. & O. S. N. Co		
Mona	W.C. Morrison	Brit. str.	542	April 8	Gibb, Livingston & Co		
Warrior	K. Patterson	Amer. str.	2024	April 6	Russell & Co	Shanghai	Early
SAILING VESSELS.							
Adelina	W. Dennett	Brit. sh.	730	April 12	Borneo Company		
Atrevida	W. Bisset	Brit. bk.	467	April 6	Captain		
Aunt Lizzie	W.C. Proctor	Brit. bk.	536	April 9	Carlitz & Co		
Avon	W. Edmund	Brit. sh.	945	April 13	Githman & Co		
Belvidere	W. Hower	Amer. sh.	1321	March 20	Captain		
Benefactress	E. Edred	Amer. bk.	524	April 7	Smith, Archer & Co		
Cap Sing Moon	E. Watson	Brit. bk.	466	April 12	S. E. Burrows & Sons		
Cary & Jane	W. Jansen	Hamb. sh.	412	March 7	Bourjau, Hubener & Co		
Cowper	W. Sparrow	Amer. sh.	1070	March 16	Captain		
Crimes	W. Barrow	Brit. sh.	478	April 3	Chinese		
Dagmar	W. Blunstrom	Russ. sh.	800	Feb. 29	Order		
Dayspring	E. Middleton	Brit. bk.	393	March 19	Russell & Co		
Eliza	W. Sedgley	Brit. sh.	1378	March 1	Boatman & Co		
Flory Cross	E. Lamont	Brit. sh.	689	April 13	Jardine, Matheson & Co		
Golden Fleece	W. Gall	Brit. sh.	350	March 16	Chinese		
Henrietta	I. Allen	Brit. bk.	181	March 30	J. S. Hook, Son & Co		
Henry Darling	W. Webel	Brit. bk.	412	April 12	Chinese		
Hopeful	W. Buttry	Brit. bk.	332	April 1	Order		
Java	W.C. Anderson	Prus. bk.	309	March 31	Arnhold Karberg & Co		
Jeanne Alice	W. Moutier	Fr. sh.	1209	March 11	Order		
John L. Dimmock	W. Wenzell	Brit. sh.	1047	March 26	Russell & Co		
John Norman	E. Gardiner	Brit. sh.	613	March 18	A. Heard & Co		
La Paix	W. Labarbe	Fr. bk.	497	April 12	Fred. Degener		
Maria	Machado	Russ. sh.	637	March 11	Russell & Co		
Maria Louisa	W. Arrestis	Span. sh.	300	March 11	A. Heard & Co		
Maria Morton	W. Marcelli	Foh. bk.	401	March 31	Reynvan Brothers & Co		
Maria Theresa	W. Bonnison	Foh. sh.	502	Dec. 12	Carlowitz & Co		
Merchantman	E. Mountneyan	Brit. sh.	1018	April 8	Jardine, Matheson & Co		
Návarino	W. Wettnog	Brit. bk.	408	March 21	Smith, Archer & Co		
Neptuno	W. Reuter	Span. sh.	293	March 26	Order		
Neville	K. Jackson	Br's. sh.	715	Feb. 16	Turner & Co		
Resolute	W. Ewens	Siam. sh.	860	April 8	Yuen Fat Hong		
San Lorenzo	W. Lebeschka	Span. lg.	220	April 7	Remedios & Co		
Santa Anna	W. Cavito	Span. sh.	402	March 26	Remedios & Co		
Serica	W. Clunes	Brit. sh.	707	April 7	Birley & Co		
Spitfire	W. Mills	Brit. sh.	410	March 22	John Burd & Co		
Sultan	W. Howard	Brit. sh.	399	Feb. 8	Order		
Sword Fish	W. Müller	Siam. sh.	575	March 31	Chinese		
The Colleen Bawn	W. Allen	Brit. bk.	386	April 4	Arnhold Karberg & Co		
Vesta	W. Tetens	Hamb. bg.	240	March 11	Siemssen & Co		
Villa de Kivadavia	W. Castilho	Span. sh.	261	March 26	Remedios & Co		
Young Greek	W. Beinroth	Brit. bk.	424	April 8	Yuen Fat Hong		
WHAMPoa.							
SHANGHAI.							
Merchant Sailing Vessels, from or for European, Australian and American Ports, in Harbour on April 1.							
Ship's Name.	Captain.	Flag & Rig.	Tons.	Date of Arrival.	Where from.	Destination.	Consignees or Agents.
Cataluna	Escalajilla	Span. str.	361	April 20	3 Order	Hankow	
China	Steward	Brit. str.	2010	April 8	P. & O. S. N. Co		
Coila*	Grange	Brit. str.	535	April 1	A. Achow (Kwong-li-yen hong)		
Condor	Schmidt	Prus. bg.	244	March 21	Stiensen & Co		
Don Antonio Escano	Martinez	Span. str.	800	April 9	Spanish Consul		
Imperatrice	Macaiva	Fr. str.	2500	April 9	Messageries Impériales		
(* At Canton.)							
VESSELS LOADING.							
Destination.	Vessel's Name.	Flag & Rig.	Consignees.	Intended Despatch.			
CHINA & JAPAN PORTS.							
HANKOW	Coilo	Br. str.	Achow				
SHANGHAI	Warrior	Am. str.	Russell & Co				
Do.	Golden Fleec	Br. sh.	Chinese				
OTHER PORTS.							
CALAO	Cary & Jane	Hu. bk.	Bourjau Hubener & Co				
MANILA	Maria Louisa	Sp. bk.	Ang. Heard & Co				
Do.	Maria Morton	Fr. bk.	Reynvan Bros. & Co				
Do.	Santa Anna	Sp. bk.	Benedictos & Co				
MELBOURNE & SYDNEY	Maria	Int. sh.	Russell & Co				
Do.	Dayspring	Br. bk.	Russell & Co	Early			
PELEW ISLANDS	Vesta	Hu. bk.	Steinsson & Co				
PORTLAND	Jeanne Alice	Fr. sh.	Order				
SAIGON	Dagnar	Br. sh.	Order				
Do.	Hopeful	Br. bk.	Order				
SAN FRANCISCO	Spitfire	Br. sh.	John Burd & Co				
Do.	Cowper	Br. sh.	Bronman & Co				
SURINAM	Eliza	J. L. Dimmick	Carlowitz & Co				
Do.	M. Theresa	Fr. bk.	Carlowitz & Co				
* At Whampoa.							
† At Canton.							
MEN-OF-WAR IN HONGKONG HARBOUR.							
Name.	Flag.	Rig.	C.	H.P.	Captain.		
Algerine	British	gun-vessel	3	80 C. E. Domville, Lieut.			
Drake	British	gun-boat	3	C. Crowley, Lieut.			
Flamer	British	naval hospital	—	Attached to Melville			
Forster	British	guu-boat	3	In Ordinary			
Goeland	French	steamer	—	Boudrez Riviere, Comr.			
Hardy	British	gun-boat	3	In ordinary			
Janus	British	gun-boat	3	40 Kappel, Lieut.			
Manila	British	gun-boat	—	Johnson, Lieut. Comr.			
Melville	British	naval hospital	—	R. Bernard, D.M.I.G. &c.			
Princess Charlotte	British	receiving ship	14	Commodore Oliver Jones			
Riflemen	British	surveying ship	—	J. W. Reed, Nav. Lieut.			
Unadilla	U. States	steamer	5	180 Hatfield, Lt. Commander			
Watchful	British	guu-boat	3	40 Harbor Tender to Comr.			
MEN-OF-WAR AT CANTON.							
Cheng-tsing	Chinese	gun-boat	3	Bessard			
Fee-long	Chinese	gun-boat	5	Edwards			
Hai-ching	Chinese	Customs' cruiser	4	Felson			
HONGKONG, MACAO AND CANTON RIVER STEAMERS.							
Vessel.	Flag.	Captain.	Tons.	Owners or Agents.			
Fame (110 h. power)	British	Stephenson	117	H. & W. Dock Company's Tug			
Fire Dart	British	Carroll	380	H. C. and M. Steam-boat Co.			
Kin Shan	British	Haskell	456	Do.			
Kiu Kiang	British	Bonning	617				